1	2	3	4
			project completion Target -March, 2014. Total estimated cost Rs.3087.44 crores. Annual Allocation 2008-09 Rs.75.00crore.
Bharabhi - Sairang	0.58	5.00	Final Location Survey in progress between Km.0.00 to 9.0 km. Project completion target - March, 2014.
Agartala-Sabroom	1.14	30.00	Final Location Survey from Agartala to Sabroom completed and land acquisition under process. Project completion target - March, 2014.
Sivok-Rangpo	0.00	10.00	Final Location Survey contract awarded and work started. Project completion target - December, 2015.
Gauge Conversion			
Lumding-Silchar-Jiribam & Badarpur to Kumarghat	1657.35	100.00	Construction works for earthwork, maior and minor bridges and ballasting etc. is in progress. Overall physical progress 43.89%. However, progress is badly affected due to militancy and law & order problems in the region. Project completion target - March, 2012.
Rangia-Murkongselek with linked fingers	71.64	54.28	Rangia - Rangpara North Section - works of formation, bridges etc. in progress. Rangapara North to Murkongselek tenders invited. Project completion target - March, 2013.

Four more dedicated rail freight corridors

845. DR. T. SUBBARAMI REDDY:
SHRI V. HANUMANTHA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Planning Commission has prepared blue print for four more dedicated rail freight corridors which could be taken over by new Government;

(b) whether in addition to on-going Ludhiana-Kolkata (Eastern Corridor) and Delhi-Mumbai (Western Corridor), the Commission has developed blue print for Kolkata-Mumbai, Delhi-Chennai-Kharagpur-Vijayawada and Chennai-Goa dedicated freight corridor projects;

(c) if so, whether Planning Commission has already forwarded its plan;

(d) whether projected investment in dedicated freight corridors during Eleventh Five Year Plan has been fixed at Rs. 30000 crores; and

(e) by when work is likely to start on these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) and (b) No, Sir. However pre-feasibility studies for four Dedicated Freight Corridors on the following routes have been carried out by Ministry of Railways:-

(a) East West Corridor (Kolkata-Mumbai)

(b) North South Corridor (Delhi-Chennai)

(c) East South Corridor (Kharagpur-Vijayawada)

(d) Southern Corridor (Goa-Chennai)

A decision on the corridors will be taken based on traffic & financial considerations and infrastructural requirements of the Railways.

(c) to (e) Do not arise.

Change of old passenger coaches

846. SHRI D. RAJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government has time bound plan to discard all railway passenger coaches which are more than 15 years old;

(b) if so, the details thereof;

(c) the steps Railways propose to take to introduce a system whereby all such old coaches are changed within the next 5 years in phased manner in all zones; and

(d) the details of such plans and investment proposed over the next 5 years including investment for capacity enhancement for coach building?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED): (a) No, Sir. The codal life of a passenger coach is 25 years, A Mid-life rehabilitation is undertaken after 12-15 years of usage so that coaches can be kept in good service condition till the end of codal life.

(b) and (c) Do not arise.

(d) To take care of the increasing requirement of passenger coaches in the country and the substantial gap between production and requirement, work for setting up a New Coach Factory is in progress at Rae Bareilly, Uttar Pradesh, Estimated to cost Rs. 1685 crores, it shall have a capacity to manufacture 1000 coaches per annum.